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The China Mail.

THE "HONGKONG CHINESE MAIL"
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ISSUED DAILY.
CHUN YU MAI,
Manager and Publisher.
SUBSCRIPTION:
First Volume a year, delivered in Hong-
kong, £11.40 per annum, including postage.

Established February 1845.

No. 11,007

號三月六年八十九百八千一英

HONGKONG, FRIDAY, JUNE 3, 1898.

日五十月四年戊戌

PRICE, \$2.50 PER MONTH.

Business Notices.

FINE OLD



SCOTCH WHISKY.

GREENLEES BROTHERS.

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SOLE AGENTS:

FLETCHER & Co.,

THE PHARMACY, HONGKONG.

CHINA PROVIDENT LOAN AND
MORTGAGE CO., LIMITED.

NOTICE is hereby given that the First
General Meeting of SHARE-
HOLDERS in the above Company will be
held at the Company's Office, No. 9,
Praya Central, Victoria, Hongkong, on
SATURDAY, the 4th of June, at 11.30
a.m.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, May 24, 1898. 1088

REWARD \$20.

THE Above Reward will be given to
Any One who will give information
that will lead to the Recovery of a LADY'S
BICYCLE (Painted in Bamboo Colour), which
was taken last SATURDAY from the
Dragon Boat Depot,
11, 11 1/2 Argyle Street.

Hongkong, June 1, 1898 1087

NOTICE

OPEN for Engagements, Private or
Public, to discourse on "THE TRUE
WORK OF THE SOUL" by the Rev. Mr.
FRANK COX, Instructor of Mathematics,
Science and Art, 9, Morrison Hill Road,
Hongkong.

Hongkong, May 28, 1898. 1064

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year
1897, at the Rate of Five Cents per
Share (or Five Per Cent. on the Capital of
the Company, making Ten Per Cent. for
the year) is PAYABLE at the Hongkong
and Shanghai Bank, Hongkong, on and
after this date, the 31st May, 1898, on
PRESENTATION to be obtained from the
Undersigned. Local Shareholders are
requested to apply at the Company's Office
for their Warrants.

THE DIVIDEND is also PAYABLE at
the HONGKONG AND SHANGHAI BANK, Hong-
kong, on presentation of WARRANTS there,
on and at or the same date.

A. H. MANOELL,
Secretary.
Hongkong, May 31, 1898. 1088

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CHOPS, STEAKS, etc., etc., at any
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Hongkong, September 3, 1898. 1788

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SOLE AGENTS for Messrs. J. and S. HALL'S
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Specifications for all sizes of Machines.

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JOHN W. KINGHORN,
M. E. S. E. F. HALL & SONS, London.
HONGKONG & MACDONALD.

Hongkong, May 28, 1898. 1080

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CHAMPAGNE.
HARVEY'S ROYAL TAWNY PORT.

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Office: Dairy Farm Buildings,
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ORANGE GIN, PER DOZEN \$10.00
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Will dispatch VESSELS to the Undermentioned PORTS on the DATES

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FOR. STEAMSHIP. CAPTAIN. DATE.

NAGASAKI AND
Kobe. G. D. SAUNDERS, R.N. Noon, 4th June.

LONDON R. DOWELL, R.N. About 8th June.

SHANGHAI S. A. PETERS, R.N. About 10th June.

Yokohama S. A. PETERS, R.N. About 10th June.

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Business Notices.

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BLACK AND BROWN LEATHER SHOES.

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ESTABLISHED, 1804. MONTHLY PAYMENTS.

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SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland;
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A MOST AGREEABLE AND EFFECTIVE EFFERVESCENT APERIENT.

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AROMATIC
QUININE AND IRON TONIC

Enriches the Blood, Strengthens the System, and imparts tone
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THE VICTORIA DISPENSARY,
LADIES

From the PEAK, KOWLOON, and OUTLYING DISTRICTS SHOPPING in the City can get

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in the READING ROOM, where the Maitre is in attendance Daily.

983

AGRICULTURE does NOT ALTER the flavour or character of
WINES or SPIRITS when mixed with them, NOR DOES
IT DISCOLOUR THEM.

AQUARIUS is made with PURE TRIPLE DISTILLED
WATER ONLY.

ABSOLUTE PURITY CAN ONLY BE OBTAINED BY
DISTILLATION.—Daily Telegraph, London.

Caldbeck, Macgregor & Co.,
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BLACK—WHITE—COLOURED.

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Hongkong, May 28, 1898. 1046

Business Notices.

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QUARTS \$43.00, PINTS \$35.00 PER CASE

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Testimonials required. Salary, \$200 per
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8 a.m. to 6 p.m. Applications, (in writing
only) will be received at this Office,
Addressed,

"D. I. H."
Hongkong, June 2, 1898. 1080

A LONG FELT WANT AT LAST
SUPPLIED.

MR. J. EDWARDS having obtained a
leave from the Government, and
having secured a FINE and COMMODIOUS
MATED at WATERFALL BAY, will
run the First-class Steam Launch "Hermes"
from the New Pier at foot of PORTMAN ST.
every day during the BATHING SEASON.
The Launch will leave the Wharf at 6.15
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SINGLE FARE TICKET \$1.
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Payable in advance or on the Launch.
Bathing suits and towels supplied.
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by arrangement.

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Hongkong, June 2, 1898. 1083

H. F. CARMICHAEL,

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DESIGNS and Specifications for all
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H. F. CARMICHAEL.

Hongkong, March 28, 1898. 040

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Mitsui Bussan Kaisha,
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SPANISH-AMERICAN WAR.

We have been courteously supplied by the U. S. Consul General (Mr. Rounseville Wildman) with the following telegram which he has received from Home:—

[Copy.]

'No battle at Santiago. Schley bombarded forts at the harbour mouth, and Spanish war-ships in Channel fought for two hours, and drew off. No results.'

REUTER'S TELEGRAMS.

(Specified to the 'CHINA MAIL'.)

LONDON, 1st June, 1898.

THE SPANISH-AMERICAN WAR.

Official despatches to Madrid state that Admiral Schley had commenced the bombardment of the forts at Santiago. The Spanish ironclad *Odon* guarded the entrance to the harbour, and replied to the American fire. The Americans sent one auxiliary cruiser badly damaged, but claim to have killed and destroyed the principal fort, silencing many of its defenders. Nevertheless, the official despatches are not yet to hand.

SPANISH FINANCE.

Spain is arranging for an internal loan of Ptasas 100,000,000. The Cortes has passed a bill prohibiting the export of coined or uncoined silver.

THE UNITED STATES AND CANADA.

Negotiations between Canada and the United States have resulted in an agreement on all subjects that were under discussion.

WAI-HAI-WI FORTIFICATIONS.

Measures have been taken to improve the fortifications of Wai-Hai-Wi.

WEATHER REPORT.

The following notice is issued from the Observatory:—

On the 3rd at 11.40 a.m. The barometer has fallen generally in the East of China and in the Formosa Channel. Pressure is high over E. Japan, and low in an area lying on the mainland and covering the S.E. coast of China. Gradients moderate for S.W. winds in the China Sea, rather steep for S.E. winds between the E. coast of China and Japan. Forecast: moderate to fresh S.W. winds; squally, thunder showers probable.

SERIOUS ACCIDENT ON A GERMAN WARSHIP.

A serious accident occurred on Tuesday evening, 24th May, on board the German cruiser *Arcona*, lying in Nagasaki Harbour. During the firing of a salute, a charge exploded owing to the heating of the chamber of the gun, and a gunner close by received the full force of the explosion. The unfortunate man was at once attended to, but the injuries sustained were so serious a nature that it was deemed advisable to send him to St. Bernard's Hospital. On examination at the hospital it was found that the chest of the injured man's fingers was completely shattered and that his face was badly burned.

THE ANIMAL DEPOTS AT KENNEDY TOWN.

At yesterday's meeting of the Sanitary Board, the following report by the Colonial Veterinary Surgeon, dated May 23, was submitted:—I have the honour to report for the information of the Sanitary Board that owing to the recent large increase in the number of swine imported into the colony it is necessary that more accommodation be provided at Kennedytown Animal Depot for the housing of these animals. I therefore recommended that another shed of similar dimensions to the last one be erected as soon as possible and that the shed be partitioned off into pens (the existing one has not been so fitted) as the other sheds on the premises are.

Replying to a minute of the Acting Registrar General, the Colonial Veterinary Surgeon gave the following particulars:—The total number of swine slaughtered in the colony for the year 1896 was 129,103 and for 1897 137,748. Accommodation is now provided for 1,640 head. The new shed would hold 600 head.

Referring to Mr. May, Mr. Ladd said the demand for space had outgrown the accommodation. The swine had been placed in the shed used for cattle.

It was explained that no provision had been made in the statement for the upkeep.

Mr. May suggested that the Colonial Veterinary Surgeon be asked to report on the total expense, and on the annual profit, because if it is a large profit he thought they ought to reduce the fees.

The Government was not supposed to make profit out of the consumers, taxing the food. They should only have such fees as were necessary for the working.

Mr. Brown—that is rather a separate matter from the increase to the accommodation.

Mr. Clark moved that the Board recommend the Government to provide additional accommodation for the housing of swine.

Mr. Ormsby seconded.

Carried.

We learn that the *Emily F. Whitney* now being loaded for New York by Messrs. Oakes & Co. has changed her nationality and British papers are on the way out for her. —N.O. Daily News.

Slightly used Planes, cheap, to clear for the summer, also terms, full guarantee.—Robinson Piano Co.

ACTED LIKE A CHARM.

MR. J. HARRY WATERS, HEAD-MASTER, STATION SCHOOL, KAWAIA, says: I regard Chamberlain's Pain-Expeller as a most useful household medicine. Have seen it used for toothache, rheumatism, and once on a very bad cold, and in each of these instances the Pain-Expeller acted like a charm.

Every one who uses Chamberlain's Pain-Expeller speaks in the same terms. It should be kept in every medicine chest.

CHAMBERLAIN'S PAIN-EXPELLER. For sale everywhere. Price, 30 cents, and 60 cents per bottle. WATERS & CO.

THE MANAGEMENT OF SLAUGHTER-HOUSES.

At yesterday's meeting of the Sanitary Board, the following report by Mr. C. V. Ladd, Colonial Veterinary Surgeon, was submitted:—In accordance with the wish expressed in the Vice-President's minute dated 8.12.97, to the effect that in his opinion the Government should take over control of the slaughter houses instead of farming them out by tender, I have the honour to report as follows, regretting that stress of work has prevented me from doing so before:—I see no insuperable difficulty against the proposal beyond the usual passive objection to change 'oh custom,' which might at first give rise to some little trouble; but when this is overcome the business could work smoothly and well, as in the case of the animal depots. Under the present system the outlying districts of Kowloon, Shaukiwan, Aberdeen, and Stanley are sub-let by the contractor, and this method might be followed for a time should the above proposal be given effect to. I estimate that the gross revenue from slaughter-houses for the year 1899 will exceed \$36,000. This presents a far more profitable method of dealing with the slaughter of the last few years, the totals being 182,374 cattle, 115,083 sheep, and 1,263,738 swine. Continuing the report said:—I estimate that the following staff at the salaries given will be required:—Inspector in charge \$1,440 on appointment, rising by annual increments of \$60 to \$1,800. Considering the responsibilities of the position and the large amount of money to be collected, I do not think that a salary of \$1,200 a month, rising in six years to \$1,560, is at all too much. The officer should be well paid and therefore placed above temptation. Sheriff \$360 on appointment, rising by annual increments of \$60 to \$600 per annum. Two assistant sheriffs \$180 each on appointment, rising by annual increments of \$12 to \$225 per annum; two policemen, one at \$180 the other at \$120 per annum; eight butchers at \$180 each per annum; eight scavengers at \$120 each per annum; four scavengers at \$84 each per annum; one stoker at \$84 per annum; firemen \$720; gas \$600; and details \$300. This totals up to \$6,352, and as I may have overlooked some small items I recommend that provision be made in the estimate for 1899 for \$8,000, as working expenses should the Government decide to take over the management of the slaughter houses instead of leasing them out as formerly. I do not think it would be necessary to provide any more quarters for the staff, except some for the inspector in charge, and these are available at the usual house allowance of \$90 a month should be given in kind.

The following minutes were appended:—

The Medical Officer of Health—I approve of the scheme.

The Director of Public Works—Before expressing an opinion I should like to have full details of how the Veterinary Surgeon's estimates both of revenue and expenditure are arrived at. As now put forward the scheme seems a good one.

The Acting Registrar General—When practical advantages are expected to follow from this change? None are stated in these papers.

The Vice-President—The advantage is that the profit which the lessee now makes will go into the Treasury instead of into his greedy pocket. I should like to see the estimate of revenue in more detail, however.

The President—This should be considered in connection with the estimates now in course of preparation.

The President, in a subsequent minute—Details of revenue and expenditure already given by the Colonial Veterinary Surgeon in his letter. Revenue is arrived at by multiplying the number of animals slaughtered by the fee paid for each, as provided for in section 61, schedule B, of Ordinance 17, 1897.

A discussion ensued.

Dr. Atkinson said the matter was before the Board in 1897, and the general opinion then seemed to be that it would be advisable for the slaughter-houses to be under the Board's control, and he thought it was postponed until the estimates were considered. Of course the staff would be required. The Colonial Veterinary Surgeon recommended that provision should be made in the estimates for the amount required, and that the Board should take control over the staff.

Mr. Brown—What sort of competition has there been for the position of lessee? Has there been more than one tender each year?

Mr. Ladd—There has not been much competition. Only one or two applicants.

Mr. Brown—The same man for several years.

Mr. Ladd—No, they have changed. The same man has had it, I think, for two years.

Mr. May said he wrote that one of the reasons for wishing to bring about this change was that the Government would benefit by it. That was not the only reason nor the best reason. The food supply of the Colony passed through this depot, and it ought to be under the control and supervision of the Board's officers instead of in the hands of a lessee who could practically do as he pleased, and commit all sorts of irregularities which they know nothing of. It ought to be under strict supervision. He begged to move that provision be made in the estimates, and that the Government be asked to sanction the scheme and vote the money.

Mr. Ormsby said that on paper the scheme seemed too good to him. The reason he made the remark he did in the minute was that although the revenue might be clearly made out it seemed to him that the Veterinary Surgeon was possibly under-estimating the expenditure, and he would like to more clearly thought out, because even reducing the profits considerably the scheme would still be a good one. He noticed that a very small staff of scavenging coolies was provided. It seemed to him quite impossible for them to do the work of the slaughterhouses cleaning. He would like to know whether the Colonial Veterinary Surgeon was aware what staff was employed daily now in doing the work, and whether he had provided quite as much or a little more.

Mr. Ladd—I have provided about the same staff.

Dr. Atkinson—You have provided for the employment of most of them already employed.

Mr. Ladd—I have provided for the employment of most of the existing staff.

Mr. Clark, in seconding, said that the fact that the scheme would result in the use of the food supply of the colony was one of the most powerful reasons which could be adduced in its favour. It seemed to him most inadvisable that the slaughtering of all cattle should be in the hands of a lessee.

tractor to make as much profit out of it as he could. Of course it was for the Government to decide whether the scheme was acceptable to them or not, and they would no doubt go thoroughly into the question before adopting a scheme of such magnitude. Mr. Brown thought they had got sufficient reasons now for making the change. The chief reason he wrote his minute was that the only reason that appeared to be given was that Mr. Francis was in favour of the scheme; nothing else. (Laughter.) The motion was carried.

THE UNIMPORTANCE OF EVERYTHING.

Of news that is unimportant, there's a platitude just now.

And 'don't you worry me' regarding the Manila row.

For Dewey's cut the cables, and all things may hang or bust;

For ought we know, Manila may be level with the dust.

The Yankee papers publish, just, particular bits of the war.

Though how the deuce they learned them, must have puzzled many a score—

They bust up forts, they blow up towns, with rebels round on locking.

While we, out here, just three days off, know nothing about it shuffling?

Just take the tip from one who knows; those spread these yarns who ought not.

And any news that comes just now, is strictly unimportant.

The Sanitary Board raise Cain about imported plague.

From Singapore, Key West, or Panama, or any other place, or the Hague;

But what about exported plague? Got ask at Cayman.

And the Customs House authorities will tell you very soon.

There's scarce a junk that goes that way, from Hongkong, or from the Comoros.

Brought from Hongkong and yet we praise the Sanitary Board.

Who took up the case, and a record duly keep.

Yet, somehow, there's a number who get And, somehow, there's a number who get

And, somehow, there's a number who get And, somehow, there's a number who get

Oh, men of Gotham, if you wish to save this healthy blood.

O'er every sampan, tank and launch please exercise control.

Or else, your published plague returns will be considered absurd.

And all the matter they contain be news most unimportant.

They say the Yankee Fleet has suffered, somewhere near Key West.

But, for bombastic telegrams, we'll give the Spaniards their best.

Priest-ridden puppets, they're performing painful pantomime.

And not one voice in Europe may with their voice freely shine.

They've alienated all the world by their bombastic epigrams.

As Ireland was upset by just 'The wearing of the green.'

The Spaniards beat old Uncle Sam! Here, boys, a deep potato.

To drown the wretch who spread this unimportant information.

America is ab to us, she speaks our mother tongue.

If she leaves the 'u' from colour, well, she does it 'cos she's young.

But the *Washington*'s glorious crew is there, the *Platonic* stills' stock.

America's a British still, all round the good old clock.

And, you may bet, the Anglo-Saxon race will stick together.

In rough, or calm, or tropical, or even, putrid weather.

And by the jungle of my rhyme, you may observe this portent.

The alliance of the best and bird is really most important.

KONIC.

SHANGHAI AND THE MAIL DAY.

ADVISED TO THE P. AND O. COMPANY.

Shanghai General Chamber of Commerce.

18th May 1898.

Sir,—This Chamber addressed the General Post Office, London, in January last, urging that it would be a very great convenience to the mercantile community of this port if the mail steamers were not despatched before noon on Tuesday, as they were on Sunday they would thereby be to some extent avoided, but I regret to say that a reply has been received to the effect that 'according to the statement of the contractor, the later departure of the mail steamers from Shanghai, which would be necessary, would involve a Sunday departure from Hongkong and other disturbance of the whole Eastern and Australian services' and therefore the desired alteration in departure from Shanghai cannot be made.

The Chamber fail to see the necessity for a lengthened stay of the mail steamers at Hongkong, as is at present the case, for strictly mail purposes, such stay, it appears, being for purposes of transshipment, a system which, if adhered to should be accelerated so as to avoid what is, from the point of view of mail service, a purposeless detention in Hongkong, and an unnecessary early departure from Shanghai.

Under the present arrangement a P. & O. steamer leaving Woonung on Monday night or early on Tuesday morning, and due in Hongkong on Friday at noon (which would be about two hours before time of departure from Hongkong) has over 80 hours for the passage to Hongkong, which is frequently done by other steamers in about 60 hours. The inconvenience caused to the mercantile community here, from whom your Company has derived liberal and generous support, is one that is keenly felt, and which the Chamber ventures to think can at least be partially removed without detriment to your service, so that the Chamber trusts you may still see your way to arrange for the deferment of the departure of your mail steamers until Tuesday afternoon, which allowing for arrival at Hongkong will still give you nearly 70 hours for the passage and a stay of 24 hours in Hongkong.—I have, &c.

E. F. ALKON, Chairman.

The CHAIRMAN, P. & O. S. N. Co., London.

All who are interested in the work of the *Yankee* Fleet will be interested with pleasure in a proclamation has been issued by the Acting Provincial Judge of Hunan, H. H. Zhang Kung-tai (formerly Consul General at Singapore), exhorting the people to submit their female children's feet and to submit the energy and work of the Society in Europe and America. It appears now that the district magistrates of Shaogwan has also been sworn under recently in a similar proclamation destined for distribution in the highlands which comprise a great part of its jurisdiction. The people of the hill country at Hunan have little intercourse with the dwellers in the plains, and the proclamation aims at informing the highlanders of the new movement.—N.O. Daily News.

THE RICE RIOTS AT WENCHOW.

(From Our Own Correspondent.)

Wenchow, May 29.

For some weeks there has been a good deal of trouble amongst the people of Wenchow on account of the high price of rice.

It was rapidly getting dearer and dearer, and the people were afraid full famine prices would be demanded soon. The growing discontent, too, was increased by the report that though the official granaries were full the authorities refused to allow the poor to have access to them. It was also stated that the mandarin hoped to sell the stores on at exorbitant prices, and thus get a good 'squeeze' for themselves.

The people, who are mostly very poor, were murmuring greatly at the behaviour of the magistrates, and everything was ripe for an insurrection, when on May 18 the Taoist of Wenchow issued an order to the effect that in the future all shops in the city should pay an extra tax of \$1. Then the storm burst.

Next morning, May 19, no shops were opened throughout the city, and an ominous silence reigned over the built-up thoroughfares. A petition was sent in to the Taoist during the morning requesting that the tax should be removed. This was refused.

By the afternoon, the people were worked up to a frantic pitch of indignation, and with one accord they determined to avenge themselves on the authorities. They knew this would be comparatively easy as the Taoist had to disband most of his troops a short time ago, and he told the British Consul in a private interview that there were only fifteen men on whom he could really rely to guard the city.

The malcontents marched in a body to each of the yamens in turn, and did not leave till they had done all the damage they could to them. Wonderful stories are told of that day's doings, but one does not know how much to believe.

WENCHOW OFFICIAL YAMEN.

The District Magistrate's residence was the first to be attacked, and here it was the mob did its worst work. This Magistrate has been in office only a short time. He is a Cantonese, and speaks both English and French fairly well, having held various positions in England and Saigon. Perhaps this may have enhanced the hatred of the people towards him. Only a few days before the riot, this Magistrate had given a dinner to the Consul and Customs officials, at which everything was served in foreign fashion, and he had spent \$10,000 on plate, china, furniture, &c. His house on that day looked beautiful. All these personal effects were dragged out into the streets by the mob, and not only that but his robes of state were torn into shreds and thrown into the neighbouring canal. The unfortunate man himself stood by wringing his hands and beseeching his enemies to have mercy and leave just a few of his valuables, but little notice was taken of his supplications judging by the wreck made of everything. Next, they assembled outside the Prefect's house; he is a good old man, and not responsible for all the 'squandrels' going on, for he has been ill and kept his bed for some time. He was obliged to get up, however, and in a brief terror came out into his compound and chin-chinned the people, promising to do all they asked if they would only leave him in peace.

Then the rioters proceeded to the Taoist's yamen. He came out and promised them anything, if they would only retire; it was said a brickbat was thrown at his eye, and then, having done all the harm they felt it was safe to do, the rioters hurried off to the last place on their list, viz., the Opium Magistrate's yamen. He had tried some little time before to levy an extra tax on opium, but the people refused to pay, so he claimed the monopoly of it, and stored up quantities in his private godown; this the mob looted most thoroughly. Many took off their clothes and wrapped up the horrid sticky opium in them. Others stuffed quantities in their shoes; in fact, they strewed it away wherever they possibly could, and did not leave the godown until it was absolutely cleared of its valuable commodity.

By this time the authorities were so terrified, that they were all ready to promise the people anything if they would only disperse and return to their homes quietly. This they at last did, and the rioting came on all was quiet again in the city.

SAD FATALITY AT IOHANG.

Shanghai, May 28.

Information was received in Shanghai this morning of a sad drowning accident which occurred at Io-hang on Monday last, by which Mr. Robert M. Turner, third engineer of the China Merchants' steamer *Koelie*, lost his life.

Mr. Turner, who was only 22 years of age, was one of the most popular officers of a very popular steamer.

He was standing on the rail of his steamer, having just seen a friend depart for the shore in a sampan. It was dark at the time, and Mr. Turner was last seen alive by his friend. Soon afterwards the Chinese quartermaster heard a splash, and noticed that Mr. Turner was missing. He immediately informed the chief engineer, Mr. Davis, who had a search made, and a boat was lowered immediately, but nothing was found to indicate where or how the unfortunate man had disappeared. The boat was pulled round for some time, but the ship's search was fruitlessly continued to describe the scene. There is a very strong current usually running at Io-hang, but for now it is increased by heavy rains. Up to the present time no information has reached here of the recovery of the body.

There have been a number of deaths in China about two or three years, and was a very highly respected member of his profession. He was a native of Greenwich, and was well known in engineering circles at Singapore. His home of a large ship was situated in his father's yard at Greenwhich, and he was a very successful engineer.

get as much money in Singapore as possible before the new Likit regulations come into force. In trying to get more than their lawful due they have become absolute beggars. On Saturday, the 21st inst., the afternoon, some of the missionaries, who had had news from their convents, declared that there were again reasons for fear, but these came to nothing that night. The Taoist, it is true, took back some of his promises which were again calm, and therefore a mob made a raid on one of the official granaries and threatened to break down the doors and steal the rice, but this slight insurrection was quelled very soon.

FOUR MEN KILLED.

Very early on Sunday, the 22nd, however, a crowd surrounded the official granaries near the Chuntai's yamen, and demanded that they should be thrown open.

The Chuntai at last yielded, but great was the indignation of the people to find, when this was done, that there was hardly any rice stored there. It is supposed that the proprietors had been selling most of it at a high price for some months past.

Great was the anger of the people, many of whom were by this time really suffering from the pangs of hunger, and in a fury they began to pull down the Chuntai's residence. The Chuntai ordered his soldiers to fire, and it is said four men were killed.

THE FOREIGNERS ON CONSULAR ISLAND.

The missionaries were the first to hear of this fresh riot. They spread the alarm, and by 8 a.m. the foreign community were beginning to assemble on Consular Island. All the foreigners (except a few missionaries) took up their residences on the island for the next few days and nights, where they happily remained, and were found for all the time in the Consular buildings, the houses of the harbour-master and tide-water, and on board two houseboats. On Sunday afternoon, two wretched little Chinese boats took up their position in front of the Consulate to protect us if we needed it—much assistance they would have been, though!

LOYAL BRITISH SUBJECTS.

It was decided on May 24, the Queen's Birthday, that it would be impossible this year to have a display of fireworks to celebrate Her Majesty's seventy-ninth birthday.

At 8.30 o'clock that morning the Consul was surprised by a visit from the Taoist, who came over to explain matters. He wore his oldest clothes, all his state robes having been destroyed. His visit was over very soon, but all the residents of the island were gathered together at the Consulate to sing 'God save the Queen' and drink Her Majesty's health. A tennis party was arranged for the afternoon, but the usual Wenchow rain came on, and spoilt the day.

A fresh complication arose on the 24th, for on that day the examinations began in the city, and of course students are the same whether in Europe or China, always ready to mix themselves up in any row going on, and it is possible out of the crowd.

However, the day passed off without any great harm being perpetrated. There was a row up-country, and it was said one man was killed. Rice was still the one topic of conversation throughout the city, and the Chinese were only allowed to buy three pounds a time.

On Wednesday, the 25th, days were hoisted at regular intervals round the city walls, and about five hundred soldiers arrived to protect the authorities. Rice was still very dear and only sold in small quantities to the people, but all was quiet again in the city.

One steamer came in about noon on the 27th, from then up to 28th, Sunday, the 29th, the day of her departure, no further developments have taken place. If we only had the telegraph and a steam every other day we should not feel so absolutely cut off from the world, as we do when we lose sight of the *Foochi* as she steams out from the port, but where we are now shut out from all communication with the other parts until the *Foochi* makes a re-appearance, and as she is somewhat irregular in her movements we do not know when that may be!

CORRESPONDENCE.

MAINTENANCE OF THE RICKSHA.

To the Editor of the 'CHINA MAIL'.

Hongkong, June 3.

Sir,—Although I believe it has been a much-vexed question, the question of how to fix the ricksha is still allowed to fly for public hire on the dirt roads in which the majority are in one that apparently cannot be satisfactorily explained.

With diseases so prevalent in the city and considering the many and mischievous fates they get, besides the fact of their being ready hospital ambulances with the regulations and the fact of their being so absolutely cut off from the world, as we do when we lose sight of the *Foochi* as she steams out from the port, but where we are now shut out from all communication with the other parts until the *Foochi* makes a re-appearance, and as she is somewhat irregular in her movements we do not know when that may be!

Possibly the collection of license fees is the only thing that keeps the ricksha in the city, but it is evident if the good work of purification is to be thorough throughout the city these vehicles should be subject to a rigorous censorship as the houses, and proprietors compelled to stable and cleanse them before having them over to their respective places in the morning.

The white suit is a thing of beauty after contact with their rickshas, and to ask a coolie to furnish these with his towel or handkerchief is as much an insult as telling him to wash his face or get his hat out.

Perhaps there are some to this question. I cannot see them, but conversation or contention on this subject would be equally beneficial.—I am, &c.

JOHN W. B. OBSERVER.

SAD FATALITY AT IOHANG.

Shanghai, May 28.

Information was received in Shanghai this morning of a sad drowning accident which occurred at Io-hang on Monday last, by which Mr. Robert M. Turner, third engineer of the China Merchants' steamer *Koelie*, lost his life.

Mr. Turner, who was only 22 years of age, was one of the most popular officers of a very popular

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.
THE PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER BOMBAY.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and Delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo—
From Zanzibar, &c., ex A. R. R. R.
Goods not cleared by the 7th Instant, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, June 1, 1898. 1032

'GLEN' LINE OF STEAM PACKETS.
FROM MIDDLESBOROUGH, LONDON
AND STRAITS.

THE Steamship Glenfarg having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day.

Cargo remaining undelivered after the 6th June will be subject to rent.
No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 15th June, otherwise they will not be recognised.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, May 31, 1898. 1070

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP BRAEMAR,
FROM PORTLAND, YOKOHAMA
AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 p.m. To-day.

Any Cargo impeding the discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th June, at 3 p.m. No Fire Insurance has been effected.

SIEMSEN & Co.,
Agents.

Hongkong, May 31, 1898. 1073

FROM HAMBURG, PENANG AND
SINGAPORE.

THE Steamship Delta, Captain M. CHRISTENSEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 p.m. To-day.

Any Cargo impeding the discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., Ltd., and stored at Consignees' risk and expense.

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Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Ulysses, Captain Brown, will be
despatched as above on
SATURDAY, the 4th Instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 2, 1898. 1039

FOR SAIGON, SINGAPORE, MAR-
SEILLES, HAVRE & HAMBURG.
(Calling at NAPLES for landing Passengers
if sufficient inducement offers.)

(Taking Cargo at through rates to
ANTWERP, AMSTERDAM, ROTTER-
DAM, LISBON, OPORTO, LONDON,
LIVERPOOL AND BREMEN.)

The Steamship
Noie, Captain E. G. PFAFF,
will be despatched for the
above Ports on SATURDAY, the 4th
Instant, at Noon.

This Steamer has superior Accommoda-
tion for First and Second-Class Passengers,
and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, June 2, 1898. 1069

FOR YOKOHAMA AND KOBE.
The Steamship
Della, Capt. E. CHRISTENSEN,
will be despatched for the
above Ports on SATURDAY, the 4th
Instant, at 5 p.m.

This Steamer has superior Accommoda-
tion for First and Second-Class Passengers,
and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, June 1, 1898. 1083

FOR NEW YORK VIA SUEZ CANAL.
The Steamship
Queen Margaret, Captain
Will be despatched as above on
the 5th June.

To be followed by—
S.S. St. Nivion, on or about 16th June.
S.S. Crayon, on or about 27th July.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, May 23, 1898. 826

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

The Co.'s Steamship
Caladon, Captain DORVILLE,
will be despatched for the
above Ports on or about THURSDAY, the
7th June.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, May 31, 1898. 1030

HAMBURG-AMERICA LINE.
(GAST ASIATIC SERVICE).
FOR LONDON, HAMBURG AND
ANTWERP.

(Taking Cargo at through rates to AMSTER-
DAM, ROTTERDAM, M. LISBON,
OPORTO, LIVERPOOL,
GLASGOW, NORTH
AND SOUTH AMERICAN PORTS.)

The Co.'s Steamship
Adria, Captain BRODER,
will be despatched as above on
or about 16th June.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, May 23, 1898. 1020

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking
through Cargo to ADELAIDE, NEW ZEAL-
AND, TASMANIA, &c.)

The Steamship
Arlie, Captain Kees, will be
despatched for the above
Ports on FRIDAY, the 10th June, at 4
p.m.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating
Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout
the voyage.

The Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA are avail-
able for return by the Steamers of the
China Navigation Company, and vice
versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, May 23, 1898. 1032

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Pyrrhus, Captain BARR, will be
despatched as above on
SATURDAY, the 11th Instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 1, 1898. 1081

Sailing Vessels.
FOR SAN FRANCISCO.
100 A.L. British Ship
Interhar, Master, shortly expect-
ed and will sail for the above
Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, March 19, 1898. 833

Shipping.

Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SHANGHAI.
The Co.'s Steamship
Taipan, Captain Kees, will
be despatched as above
on SATURDAY, the 4th Instant, at Day-
light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 2, 1898. 1064

FOR SHANGHAI AND CHINKIANG.
The Steamship
Peiyang, Captain Kees, will
be despatched as above
on SATURDAY, the 4th June, at 6 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, May 31, 1898. 1072

CHINA NAVIGATION COMPANY,
LIMITED.
FOR YOKOHAMA AND KOBE.
The Co.'s Steamship
Taipan, Captain Kees, will
be despatched as above
on MONDAY, the 6th June, at 3 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 31, 1898. 1078

CHINA NAVIGATION COMPANY,
LIMITED.
FOR TIENTSIN.
The Co.'s Steamship
Kueiyang, Captain OUTBRIDGE,
will be despatched as above
on MONDAY, the 6th June, at 3 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 27, 1898. 1063

'SHELL' LINE OF STEAMERS.
FOR HAVRE AND LIVERPOOL.
The Co.'s Steamship
Volante, Captain CARTER, will be
despatched as above on
MONDAY, the 6th June.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, May 28, 1898. 1066

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK VIA SUEZ CANAL.
The Steamship
Arlie, Captain BRODER, will be
despatched for the
above Ports on or about
20th June.

S.S. Patten, to sail about 15th July.
S.S. Mackay, to sail about 31st July.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, May 28, 1898. 1061

Intimations.

TROPICAL AGRICULTURIST.

MONTHLY RECORD OF INFORMATION FOR PLANTERS.

Of Tea, Cocoa, Cinchona, Coffee, Indiarubber,
Sugar, Palma, Cotton, Cardamoms, Kola,
Coco, Cinnamon, Nutmegs, Rorua,
plants and other Products suited for
cultivation in the Tropics.
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Sumatra, Java, Borneo, Northern Australia,
Queensland, Central America, Natal,
Mauritius and the West Indies. From all
sub-tropical planting settlements we have
had cordial approval of the publication and
an encouraging measure of support.
The English, Indian and Colonial Press have
spoken in commendatory terms of the T.A.,
as also Directors of Public Gardens from
Sir Joseph Hooker, B.A., downwards, and
to have planted should be without it.

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the hands of Native as well as European
and American agriculturists. Being a
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ferred to during each month, a fact which
advertisers will know how to appreciate.
Mr. W. T. Threlkeld Dyer, F.R.S., As-
sistant Director of New Gardens, writing of
the T.A. refers to it as 'an actual re-
pository of everything relating to the econo-
mic botany of the East.'

For the sale of plants, seeds, machin-
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sugar, cocoa, &c.) agriculture, no better
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long contracts, special reductions.)
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ments and subscriptions for 'Tropical Agri-
culturist' may be addressed to—
A. M. & J. Threlkeld, Colombo.
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Fleet St., London.
G. S. & Co., 50 Cornhill, Lon-
don.

As Agents in all parts of the World.

For further Particulars, apply to
MILBURN & Co.,
Agents.

Hongkong, May 14, 1898. 1048

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
ANGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, DJIBOUTI,
EGYPT, MARSEILLES,
MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX.
ATSO

ON SATURDAY, the 4th June, at
Noon, the Company's Steamship
LAOS, Captain FLANDIN, with MAIL,
PASSENGERS, CARGO, and
will leave this Port for MARSEILLES via
Port of Call, without transshipment.
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal Places of Europe.

Shipments will be granted till
Noon.
Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 3rd June. (Parcels are not to be
sent on board; they must be left at the
Agency's Office.)
Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, May 21, 1898. 1022

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

THE Steamship PARRAMATTA, Capt.
C. F. PASTOR, R.N.R., carrying His
Majesty's Mails, will be despatched from
this Port for BOMBAY, &c., on SATURDAY,
the 11th June, at Noon, taking Passengers
and Cargo for the above Ports.

Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed via Bombay.

Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, May 28, 1898. 1065

NORDDEUTSCHER LLOYD.

NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEEN,
HURZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

Sailings..... Wednesday June 22.
Bayern..... Wednesday July 20.
Gross Hertha..... Wednesday August 17.
Deutschland..... Wednesday Sept. 14.
Preussentag..... Wednesday October 12.
Sachsen..... Wednesday November 9.
Bayern..... Wednesday December 7.
Friedrichrich..... Wednesday Jan. 4, 1899.

ON WEDNESDAY, the 22nd day of
June, 1898, at 9 a.m., the Company's
S.S. LAOS, Captain FLANDIN, with
MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port as above,
calling at NAPLES and GENOA.

Shipping Orders will be granted till
Noon; on MONDAY, the 20th June,
Cargo and Specie will be received on
board until 5 p.m. on THURSDAY, the 21st
June, and Parcels will be received (at
the Agency's Office) until Noon, on THURSDAY,
the 21st June. Contents of Packages
are required. No Parcel Receipts will be
signed for less than £2.50; and Parcels
should not exceed Two Feet Six Inches
in measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.

For further Particulars, apply to
MILBURN & Co.,
Agents.

Hongkong, May 14, 1898. 1048

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Rio de Janeiro
(via Amoy, Shanghai,
Kobe, Yokohama, Hon-
olulu, San Francisco, and
San Pedro de Macoris.)
Peru (via Shanghai,
Nagasaki, Kobe,
Yokohama, Hon-
olulu, San Francisco, and
San Pedro de Macoris.)

TUESDAY, June 7,
at noon.

THURSDAY, Aug. 4,
at noon.

THE U. S. Mail Steamship CITY OF RIO
DE JANEIRO will be despatched
for SAN FRANCISCO, via AMOY,
SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA AND HONO-
LULU, on TUESDAY, the 7th June, at
Noon, taking passengers and cargo, but for
Japan, the United States, and Mexico.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers, and to the
principal cities of the United States or
Canada. Rates may be obtained on applica-
tion.

Passengers holding through ORDERS TO
EUROPE have the choice of the Overland
Rail routes from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
AND RIO GRANDE, and NORTHERN
PACIFIC RAILWAYS; also the CANA-
DIAN PACIFIC RAILWAY on payment
of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVER-
LAND CITIES in the United States have,
between San Francisco and Chicago, the
option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER AND RIO GRANDE, and other
direct connecting Railways, and from Chi-
cago to destination, the choice of direct
lines.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted
to Missionaries, members of the Navy,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Through Bills of Lading issued for trans-
action to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of Goods to be declared.

Consular Invoices to accompany Cargo
intended to pass beyond San Francisco
to the United States, should be sent to the
Company's Office in Scaled Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passages
and Freight, apply to the Agency of the
Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, June 1, 1898. 1009

Occidental & Oriental Steam-
Ship Company.

MAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL
AND SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

(PROPOSED SAILINGS FROM HONGKONG.)
Gaelic (via Shanghai,
Nagasaki, Kobe,
Yok

Merchant Vessels in Hongkong Harbour.

SECRET

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A., near the Kowloong shore K., and those in the body of the Shipping or midway between each shore are marked S., in conjunction with the figures denoting the sections.

Section.	Section.
1. From Green Island to the Gas Works.	7. From Naval Yard to Blue Buildings.
2. From Gas Works to Jardine's Wharf.	8. From Blue Buildings to East Point.
3. From Jardine's Wharf to the Harbour Master's Office.	9. From Kailash, Island to North Point.
4. From Harbour Master's Office to the P. & O. Co.'s Office.	10. From North Point to Kowloon Wharves.

Vessel's Name.	Captain.	Flag and Ea.	Tons wt.	Date of Arrival.	Consignees or Agents.	Destination	Remarks.
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Steamers.		Company.	Destination.	Day.	Time.	Agent.
Active	o	Petersen	Danish str.	426	June	2 Arnold, Kerberg & Co.
Arizona	.....	.....	3265	May	14	Arnold, Kerberg & Co.
Asac	.....	.....	36-18	May	24	O. S. S. Co.
.....	c	Frank	Brit. str.	.....	.....	.....

K'loon Dock

Amphiphan	3	c	Thiers	Brit.	str.	2403	1848	June	24	Abbe, Livingston & Co.	
Amphig	3	c	Thiers	Brit.	str.	1463	1847	June	13	Abbe, Livingston & Co.	
Barrage	3	c	Palmer	Brit.	str.	1043	1847	June	13	Abbe, Livingston & Co.	
Bombay	3	c	Sunder	Brit.	str.	2047	1847	June	31	P. & O. S. N. Co.	Nagasaki & Kobe
Braemar	3	k	Porter	Brit.	str.	2416	1847	June	1	Dawell, Cardill & Co.	Portland, Ore.
Brisau	3	c	Madrigio	Span.	str.	328	1847	Feb.	15	Bander & Co.	
Bryde	3	c	Brook	Norw.	str.	771	1847	June	1	Bar Koe	

Osaka Ventry	6	Storfield	Brit.	str.	1910	May	17	Order	
Oshtaya	8	D. Vices	Brit.	str.	1974	June	3	Jardine, Matheson & Co.	
Oshtaya Maru	7	c Yokoyama	Japan.	str.	1949	May	31	Order	
City of Rio de Janeiro	8	c Ward	Amer.	str.	1913	May	31	F. M. S. S. Co.	Kobe June 4.
Daphne	3	c Nissen	Ger.	str.	1921	June	1	Stamson & Co.	San Francisco June 7.
Della	3	c Christensen	Nor.	str.	1920	June	1	Stamson & Co.	
Della	3				1930	July	2	Shiras	Yokohama & Kobe June 4.

Empress of China	1	archibald	Brit.	str.	3003	May	31 st	P. R. Co.	Victoria, B.C.	June 8.
Fushun	2	Chun	Chi.	str.	1044	June	3 rd	M. S. N. Co.	Shanghai	June 4.
Germania	3	Wuller	Ger.	str.	1718	May	28 th	Lehman & Co.	Japan	June 4.
Holland	4	Land	Ger.	str.	97	April	6 th	Jobson & Co.	London	June 10.
Isidoro Pons	5	Rosa	Span.	str.	625	April	14 th	Order	London	June 10.
Japan	6	Land	Span.	str.	2331	June	3 rd	Marisageries Maritimes	Europe, &c.	June 4.

Lombard	3	Raison	Brit.	str.	1638	June	3	Dodwell, Carill & Co.	
Niobe	6	Claff	Ger.		1650	June	2	Riensen & Co.	Saigon & Hamburg June 4.
Orange Prince	3	Perence	Brit.		1702	June	3	Mayer & Co.	
Patron	3	Dry	Brit.	str.	1768	May	2	Dodwell, Carill & Co.	Kobe & Yokohama June 4.
Poypang	6	Kohler	Ger.	str.	1805	June	3	Stamson & Co.	
Sanaki Maru	5	Lownsend	Japan.	str.	1872	May	21	Nippon Yusen Kaisha	

Sannaia mard.	3	J Oser	Papua str.	283	May	Wagner & Co. Agents	Vladivostok, etc.	June 10.
Slam	3	C Kosser	Bris. str.	904	June	1 Broadway St.		
Tai-chow	3	Sellberg	C. Jensen	783	May	22-Stimson & Co.		
Tai-chow	5	K Arkes	Bris. str.	828	June	Mayer & Co.	Foochow	
Tai-yuen	5	C Nelson	Gert. str.	1459	June	1/Bathfield & Swire	Shanghai	June 4.
Triton	3	C Dimes	Gert. str.	1658	May	31-Stimson & Co.		
Tsuan	3	Rumsey	Hait. str.	1846	May	19-Bathfield & Swire		

Urania	2 c	Kent	Brit.	str.	1703	May	24	Smith Bell & Co.
Sailing Vessels.								
Stonewall	3 c	Schumacher	Ger.	sh.	1699	May	20	Order
E. C. Mount	3 c	J. N. Mount	Amer.	sh.	1626	May	16	Arnold, Karberg & Co.

Great Admiral	2	Forling	Amer. bn	1288	May	12	Order
Hawthorn Bank	7	Freig	Brit. bn	1288	May	21	Standard Oil Co.
Imburbine	2	Lever	Brit. bn	1897	April	7	Shewan, Tomes & Co.
Martin Woodside	2	Russell	Brit. bn	14 9	May	28	Order
Rose	2	Garrick	Brit. bn	1606	May	29	Order
Saint George	1	Furth	Amer. bn	1032	May	20	Order
Stat. of Mainz	2	Curtis	Amer. bn	1447	May	12	Standard Oil Co.

St. David	4 k Lyons	Amer. sh.	1476	April 23	Jensen & Co.
Tam O'Shanter	2 k Ballard	Amer. sh.	1434	April 14	Standard Oil Co.

Money Orders.

[Office Hours (Sundays and holidays ex-
cepted)]

SHARE LIST—QUOTATIONS—JUNE 8, 1898.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations, Cash.
BANKS.				
First National Bank Corp.	20,000	\$ 430	410	182 1/2 prem. = \$35. sales.

1.	Money Orders are issued at Hongkong and Shanghai at current rates of exchange on the following Counties and places:—	Bank of China & Japan, Limited	32,950	52	5	100.
2.	Canada	preferred shares	129,375	52	9	100.
3.	China Ports (Hohow, Canton, Swatow, Amoy, Fuchow, Ningpo, Hankow, and Shanghai)	ordinary	1,250	12	1	150.
4.	Guangtong	deferred	...	10	6	115.
5.	National Bank of China, Limited...		...	15	6	115.
6.	MARINE INSURANCE CO.		...	...	...	...

Hawaii (Sandwich Islands),	Oceanic Life Insurance Co., Ltd.,	10,000	
		89	267, sellers
British India (including Burma and the Agencies of the Indian Post Office in the Persian Gulf).	Oriental Assurance Co., Ltd.,	24,000	
	Nagasaki Marine Insurance Co., Ltd.,	5,000	10
		10	26, 18; buyers
	Yokohama Specie Bank Insurance Co., Ltd.,	10,000	10
		250	9, 311; sellers
Japan (Korea, Nagasaki, Osaka, Hiogo, Kobe, Yokohama and Hanakata).	Osaka Insurance Society, Ltd.,	10,000	50
New South Wales.	Yamaguchi Insurance Association, Ltd.,	100	9, 312; sellers
			10, 313; sellers

FIRE INSURANCES.

New Zealand.	China Fire Insurance Co., Ltd.,	20,000	100	\$	898, sales and buyers
British North Borneo.	Ming-shing Fire Insurance Co., Ltd.,	20,000	100	\$	5134, sellers
Queensland.	DOCK.				
Siam (Bangkok only).	H'kong & Whampoa Dock Co., Ltd.	12,500	12	cts	285 % prem, sellers
South Australia.	SEALCOATS.				
Strait Settlements (Singapore, Penang and Malacca).	China and Marine S. S. Co., Ltd.,	5,000	50	cts	881, sellers

Guatemala,	Guatemala Steamship Co., Limited,	20,000	50	al	\$85, sales and sellers
United Kingdom,	U.K. Co. and M. Steamship Co., Ltd.	20,000	10	al	\$25, sellers
Vietoria,	Mado-China S. N. Company, Limited	20,000	10	al	\$60, buyers
United States of America,	China Mutual S. N. Co.	20,000	10	al	\$7.15, buyers
			10	al	\$20
			10	al	\$22.50, buyers

DRAWN THROUGH LONDON & RIO,
 Foreign Credits:—
 Do. (new issue), 20,000

Austria-Hungary.	China Sugar Company, Limited.	20,000	100	all	\$180, buyers
Belgium.	Luxemb Sugar Company, Limited.	7,000	100	all	\$42, sellers
Bulgaria.	WHEAT.				
Chile.	H.K. & Kow. Water & Godown Co.	20,000	80	all	\$68, buyers
Denmark (including Iceland and Faroe Islands).	Wagon Warehouse and Storage Company, Limited.	2,500	100	37	\$41
Denish West Indies.					

LAND AND BUILDINGS.						
5577.	China, with Algeria.					
	Guerres & Co. (including Haligland and the	Hongkong Land Investment and	50,000	100	6	\$71, sales and buyers
	Omeroussa).	Aquino Company, Limited.....				
	Holland.	Kwong Loon Land and Building Com-	8,000	80	3	\$17, sellers
	Italy (with Agencies at Tripoli, Assae and	Hampshire Estate & Finance Co.,	25,400	10	all	\$23, sellers
	Masowah).					

	Norway.	West Point Building Co., America, ..	12,000	60	\$	720, sellers
a	Orange Free State.	THAMWAT.				
	Portugal (including Madeira and the Azores).	HK. High-Lowen Steamways Co., Ltd.	1,350	100	all	\$105
	Romania.	MISING.				
	Siam.	Jelaba Mining & Trading Co., Ltd.	30,000	5	all	\$580, sellers
	Switzerland.	New Panjom Mining Co., Ltd.	30,000	4	all	\$650, buyers
	Tanzania.	For foreign share.	30,000	1	all	\$180, buyers

Foreign Cities and Towns:—					
Constantinople.	Solomon.	Great Eastern and Mediterranean	18,000	5 5	\$5, sellers
Jaycut.	Panama.	Gold Mining Co. Ltd.	54,000	5 24	\$3.30, sellers
Alexandria.	Tangier.	Société Financière des Caoutchoucs du Tonkin	12,000	For. 500	all \$180, sellers
Seymour.		New Hainan Gold Mining Co. Ltd.	50,000	1	all 70 cts, sales and seller
		" " Preference shares	75,000	1	all 80 cts, sales and seller

the	British Colonies:—	Race Aust. Gold Mining Co., Ltd.	100,000	2	1 13/16	238, buyers
a	Cyprus.	West Indies.	15,000	5	0	\$14
of	Friedrich Islands.	Antigua.	5,000	2	2 1/2	65 1/2, sellers
ly	Guam.	Bahamas.	35,000	8	0	
	Maricao.	Barbados.	7,500	100	0	60, com.
	New Granada.	Batavia.	8,000	60	all	65, buyers
	New Zealand.	Bombay.				

AFRICA.		BRIDES GULF.		HOTELS & RES.		DIFFERENTIAL.	
Bridle Beckenland.	Bridle Beckenland.	Hongkong Hotel Company, Ltd.....	12,000	50	all	101½	males
Gold Colony.	Bridle Beckenland.						
Gambia.	Dominica.	A. S. Watson & Co., Limited.....	80,000	1	all	11.25	ex div. sellers
Gold Coast Colony.	Gambia.						
Lagos.	North.	HK. and China Tea Co., Limited.....	7,000	2	all	120	
Nigeria.	North-east.	Bank of China & Co., Limited.....	30,000	1	all	88.5	all sellers

Natal.	St. Kitts.	Green Island Cement Co., Ltd.	30,000	1	1	all	25 buyers
St. Helena.	St. Lucia.	Green Island Cement Co., Ltd.	30,000	1	1	all	25 buyers
Ceylon.	St. Vincent.	Green Island Cement Co., Ltd.	30,000	1	1	all	25 buyers
St. George.	Tobago.	Green Island Cement Co., Ltd.	30,000	1	1	all	25 buyers
St. John.	Trinidad.	Green Island Cement Co., Ltd.	30,000	1	1	all	25 buyers
St. Mark.	Federated Islands.	Green Island Cement Co., Ltd.	30,000	1	1	all	25 buyers

[illegible][illegible]

	Amount.	Paid in.	Interest.	Guarantee.
501336				
Pay One Cotton Spinning Co., Ltd.	2,000 £s.	500 £s.	60 £s.	500
Founders shares				

Printed at the Office of the Chief Clerk, No. 5, Washington Street, Providence.

